

# MDOT Commitments to Environmental Excellence

**Project Name:** Tupelo Railroad Relocation Planning and Environmental Study      **Highway:** N/A      **Revision Date:** March 1, 2013  
**Project No.:** MDOT – 104289-101000, FRA – 0430-00(013)      **County:** Lee      **Page 1 of** 4  
**\*Value Engineering Study Recommended**    ☐ Yes    ☒ No

Commitments/Requirements	Source of Commitment	Responsible Office	Place on Plans	Requires A Special Provision	Status of Commitment/Requirement
<b><u>Traffic:</u></b> During construction, all local and through traffic will be adequately and safely accommodated.  All construction operations will be scheduled to minimize delay to traffic.	EIS Document p. 4-65	MDOT's Roadway Design, Construction Division, and District	Yes	No	Note on plans
<b><u>Noise:</u></b> The contractor will comply with all state and local sound control ordinances. Designs are to consider incorporating build methods which limit noise.	EIS Document p. 4-66	MDOT's Construction Division, and District	No	Yes	Special Provision required pending design considerations

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<p><b>Water Quality:</b> A detailed sediment erosion plan for construction will be developed and approved by the appropriate agencies prior to construction of the Build Alternative.</p> <p>Construction materials will be stored and disposed of such that they are not discharged into or alongside streams and other water bodies.</p> <p>Stockpiling and staging sites will be re-established with vegetative cover after construction to reduce runoff and lessen sediment loadings.</p> <p>Special precautions will be taken during construction to ensure that groundwater is not contaminated.</p> <p>Construction measures will be incorporated into the design of the Build Alternative that will minimize water quality impacts to streams and tributaries.</p>	EIS Document p. 4-66	MDOT's Environmental, Roadway Design, Construction Division, and District	Yes	No	Storm Water and Erosion Control Measures to be incorporated in plans.
<p><b>Wetlands/Waters of the U.S.:</b> In accordance with Section 404(b)(1) guidelines, all practicable measures will be taken to avoid or minimize impacts to wetlands.</p> <p>During the design of the Build Alternative, affected wetlands will be delineated and mapped, and copies of the supporting documentation will be provided to the US Army Corps of Engineers (USACE) for field verification. An individual permit from the USACE will be required.</p>	EIS Document p. 4-32	MDOT's Environmental Division, and District	No	No	

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<p><b><u>Floodplain:</u></b> Bridges, pipes, and box culverts will be designed in accordance with appropriate floodplain impacts requirements per FRA, MDOT, FHWA, and TCMWMD.</p> <p>Flood studies will be performed as required.</p>	EIS Document p. 4-34	MDOT's Bridge Division, Roadway Design Division, Construction Division, and District	No	No	
<p><b><u>Vegetation and Wildlife:</u></b> Construction limits will be posted and enforced to minimize impacts to vegetation and wildlife.</p> <p>Exposed surfaces will be promptly re-vegetated after construction.</p>	EIS Document p. 4-45	MDOT's Environmental, Roadway Design, Construction Division, and District	Yes	No	Sign locations to be placed on plans
<p><b><u>Threatened and Endangered Species:</u></b> During the design of the Build Alternative, field surveys will be conducted for Price's potato bean in potential habitat areas. These surveys will be completed by qualified biologists. If necessary, mitigation measures will be determined in consultation with USFWS prior to construction.</p>	EIS Document p. 4-46	MDOT's Environmental Division	No	No	Field reconnaissance for wildlife and fauna required
<p><b><u>Hazardous Materials:</u></b> During design of the Build Alternative, additional research may be conducted on sites that could be potentially affected.</p> <p>Any site impacted by the project that is determined to contain hazardous materials will be remediated as required by regulations and MDOT policy.</p>	EIS Document p. 4-48	MDOT's Right-of-Way Divisions, Construction Division , and District	No	No	To be considered during design and monitored during construction.

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<p><b>Archaeology:</b> Although the Project has received archaeological clearance from SHPO, the possibility exists that evidence of cultural resources may yet be encountered within the project limits. Should any evidence of cultural resources be discovered during construction activities, all work in that portion of the project area shall stop. Representatives of MDOT will assist in the identification and preliminary assessment of the materials. If such evidence is found, the MDAH will be notified within two working days.</p> <p>In the unlikely event that human skeletal remains or associated burial artifacts are uncovered within the project area, all work in that area must stop. The discovery must be reported to local law enforcement, who will in turn contact the medical examiner. MDAH must be contacted.</p>	<p>EIS Document p. 4-18</p> <p>Memorandum of Agreement (Appendix F)</p>	MDOT's Environmental Division	Yes	No	Monitoring of project site required.
<p><b>Historic Resources:</b> The TVA "Tupelo" Sign at the Crosstown intersection will be further evaluated during the design and construction process for protection during construction activities.</p> <p>All mitigation measures for viewshed impacts to NRHP-listed or NRHP-eligible districts contained in Memorandum of Agreement must be adhered to.</p>	<p>EIS Document p. 4-21</p> <p>Memorandum of Agreement (Appendix F)</p>	MDOT's Environmental Division, Right-of-way Division, Construction Division, and District	Yes	No	<p>Possible consideration to moving sign</p> <p>Draft MOA included in Appendix F</p>
<p><b>All practical and standard procedures and measures, including Best Management Practices will be implemented to avoid or minimize impacts.</b></p>					

- These commitments should be carried throughout each phase of the project development including Design, Right of Way, Construction, and Maintenance.
- \*Value Engineering (VE) Studies are recommended for projects on the NHS System and/or an Intermodal Connector with an estimated project costs approaching \$25 Million